

CLASSIFICATION

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SECURITY INFORMATION

REPORT

50X1-HUM

TOPIC Information on Czechoslovakian Airfields

EVALUATION

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DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 17 December 1951

REFERENCES

PAGES 2

ENCLOSURES (NO. &amp; TYPE)

REMARKS

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LocationHolesov  
(P 50/012)Chab  
(N 51/  
P 37)Havlicuv  
Brod  
(O 50/  
N 64)Observation and Evaluation

Airfield is located about 1 km south of Holesov. Built for the Czechoslovak Airlines as a substitute for Otrokovice (P 50/0 11) airfield which is not suited for heavy aircraft. Dimensions: about 3 km from east to west and about 2 km from north to south. A section of the Holesov-Zahmasovice highway was included in the field, which was scheduled to be opened in November 1951. An E-W runway, about 1,800 x 40 meters, and a NW-SE runway, about 1,500 x 40 meters, were to be concreted after March 1951. Work on a third runway, 900 x 40 meters, had not started. Completed by March 1951 were: one hangar 80 x 40 x 12 meters for three or four IL-12s; one underground fuel tank installation with a capacity of 160,000 liters; 3 tanks, each 12 meters long and 3.5 meters in diameter. \*

After the war, the concrete runway 1,800 x 40 meters and the concrete taxiway at Chab commercial airfield were repaired. In August 1951, the hangars were still damaged. A guard detail of 1 NCO and 8 EM detached from Pilsen airfield (N 50/L 04) was stationed at the field. The guard detail was relieved every two weeks. \*\*

The field was occupied by the Masaryk Air Force Regiment. Commanding officer was Lieutenant Colonel Gulanovic, (fnu), his deputy Major Kubar, (fnu). Capt Bednar, (fnu) and Capt Nosek, (fnu) were also assigned to the regimental headquarters. The regiment consisted of about 250 men, including about 30 junior sergeant and sergeant pilots, and about 60 observers. Chief of the 1st Squadron was Staff Captain Pudr, (fnu); Chief of the 2nd Squadron Staff Captain Novak,

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Location

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(fnu), whose deputy was Lieutenant Caska, (fnu). Chief of the auxiliary mechanics was Lieutenant Brych, (fnu). Chief of the 3rd Squadron was Senior Lieutenant William Kovar, his deputy was Senior Lieutenant Bily, (fnu). The regiment was equipped with 33 twin-engine Siebel planes, 1 single-engine Arado, 1 single-engine Spitfire fighter, and 4 Pieseler Storchs. The regiment was equipped with 35 parachutes for pilots and about 150 parachutes for observers. German parachutes were replaced by Czech equipment manufactured at the Pak Plant in Prague. The parachutes were carefully serviced.

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The Masaryk Air Force Regiment was moved from Milovice-Bozi Dar (O 51/G 10) airfield to Havlicky Brod on 15 April 1949.

jet aircraft were expected to arrive at Bozi Dar field. \*\*\*

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Comment. Information on Holesov airfield is reported for the first time and appears credible. From the information on the runways it is believed that the installation will chiefly be used by civil aviation.

Comment. This information refers to the northern of the two fields east of Chab. The field is presently unoccupied. The same is believed to be true with regard to the Chab-Hor Schoen airfield.

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Comment. This information generally agrees with previous information. Most of the officers mentioned as being stationed at the field differ. However, this difference may be explained by the different dates of content. Staff Captains Fudr and Kudr are believed to be identical.

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the regiment moved to Prague-Kbely (O 51/L 89) in June 1950.

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